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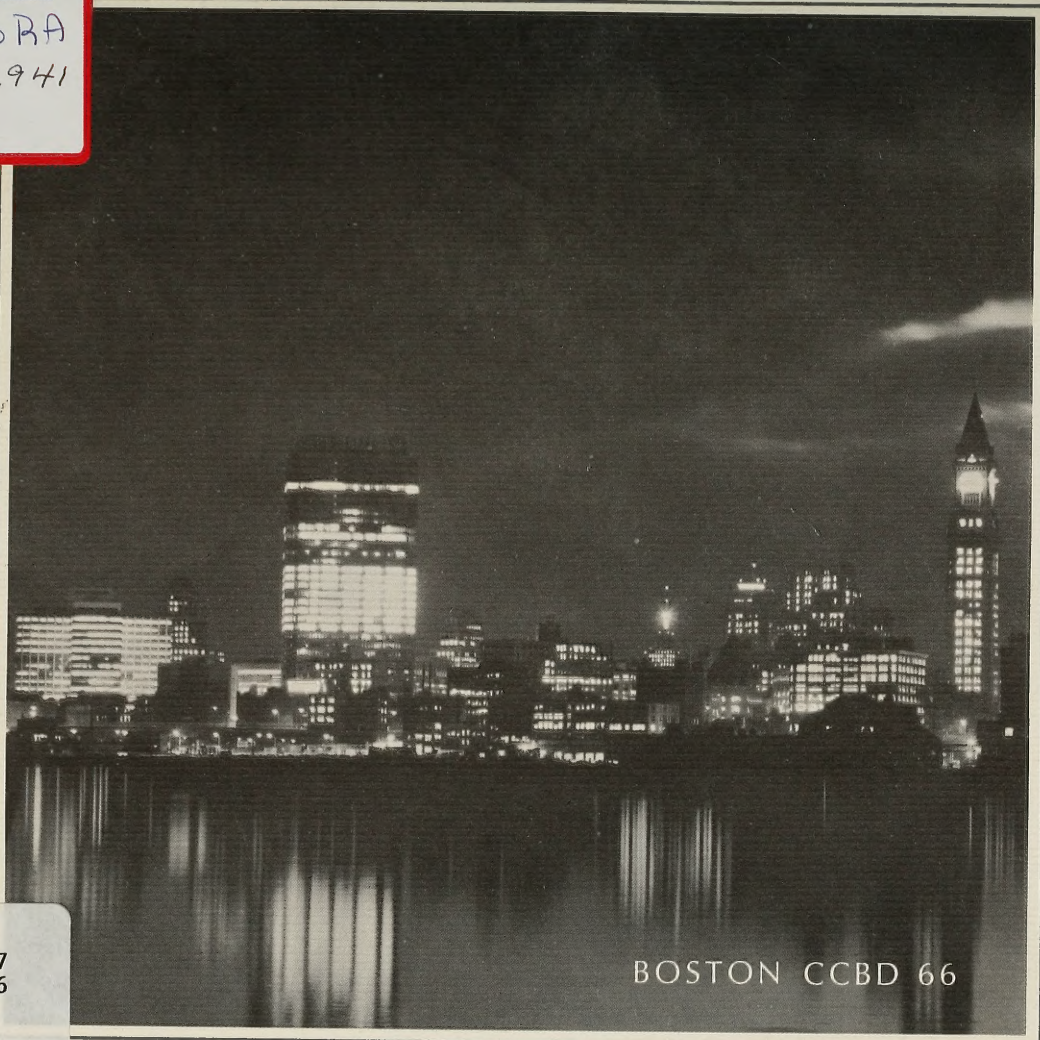

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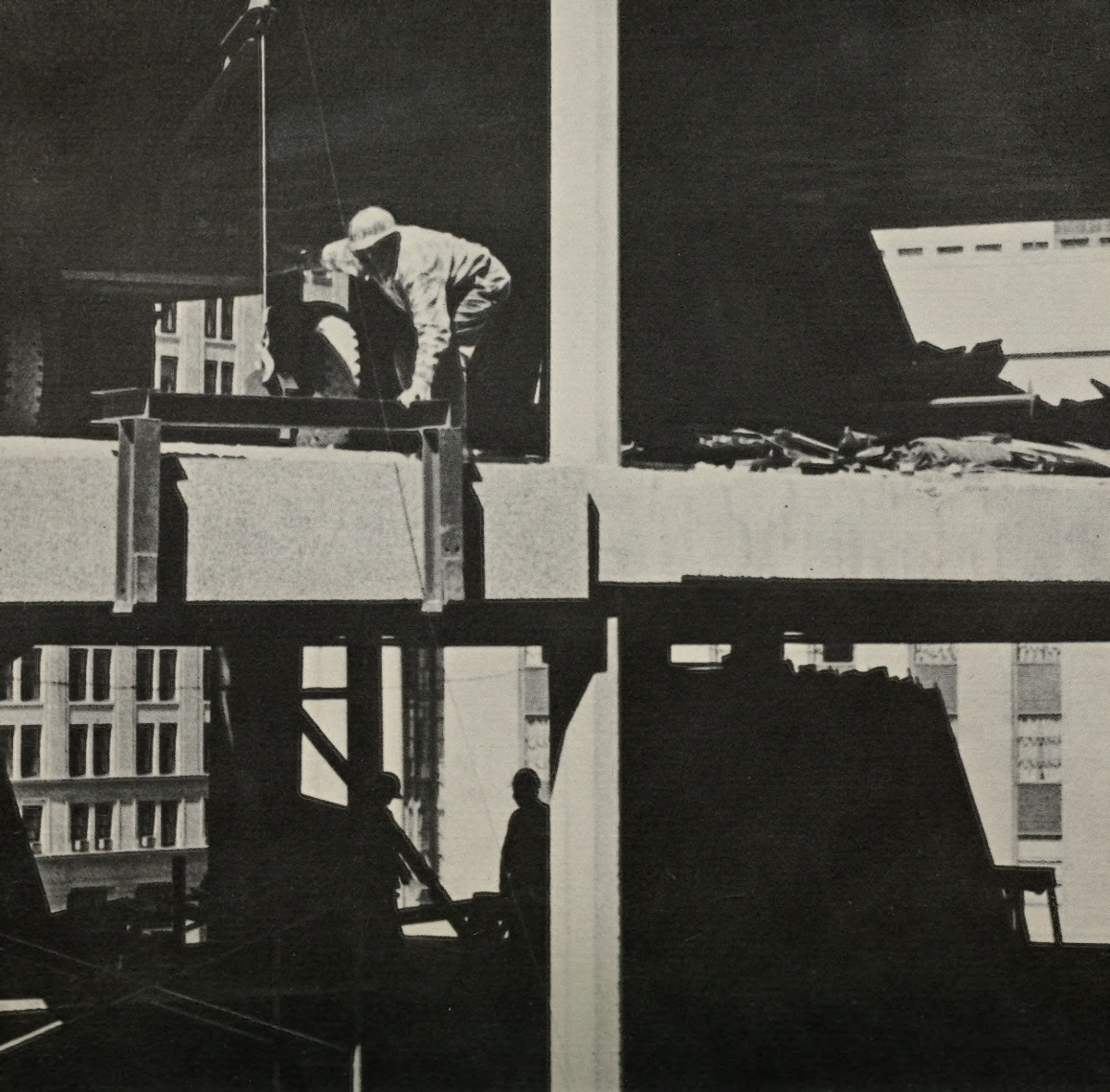
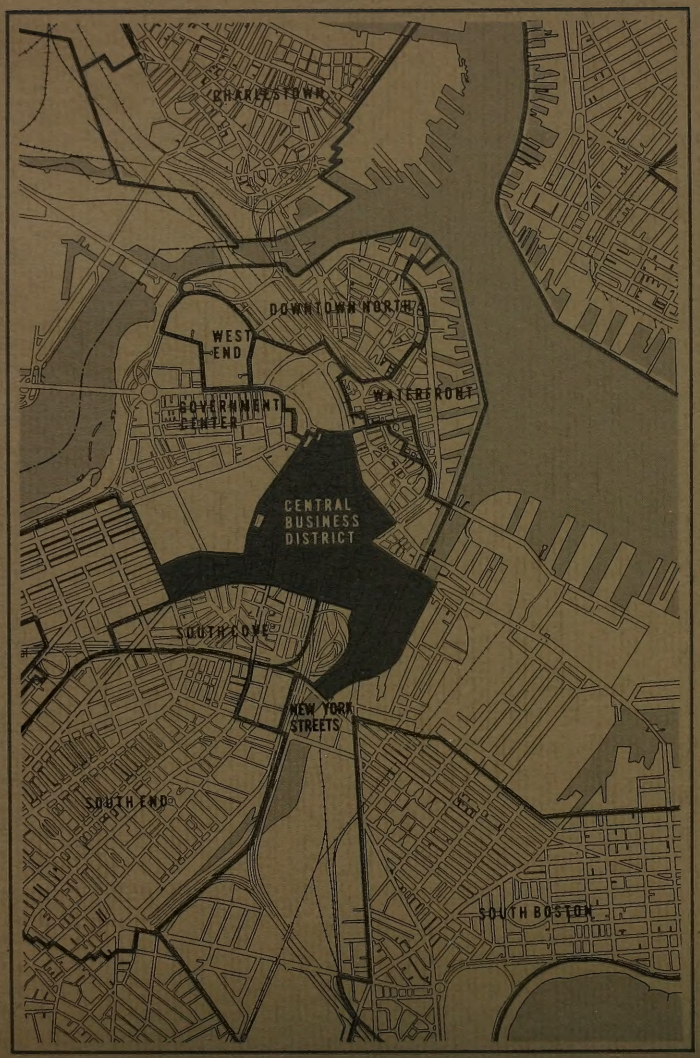


ANNUAL REPORT THE COMMITTEE FOR THE CENTRAL BUSINESS DISTRICT, INC.
MAY 1966

The year 1965 marked a turning point in the massive renewal program for downtown Boston. The Government Center has become an identifiable landmark on the City skyline; groundbreaking for the three million dollar New England Aquarium signaled the beginning of the transformation of the Waterfront into an exciting recreational, commercial, and residential area; and a final renewal plan was approved for the South Cove-New England Medical Center Project. In the Central Business District, a sixteen million dollar Early Land Acquisition Program was approved, which paves the way for a number of vital improvements, including redevelopment of the twenty-three acre South Station area. These renewal activities, complemented by a number of private developments announced or under actual construction in the past year, demonstrate progress toward the economic revitalization of downtown Boston.

The Committee for the Central Business District, Inc., in fulfilling its function as the active representative of the business community, has continued to work closely with the Boston Redevelopment Authority on the detailing of a feasible plan for the CBD.

Aerial Photos of New England



EARLY LAND ACQUISITION PROGRAM

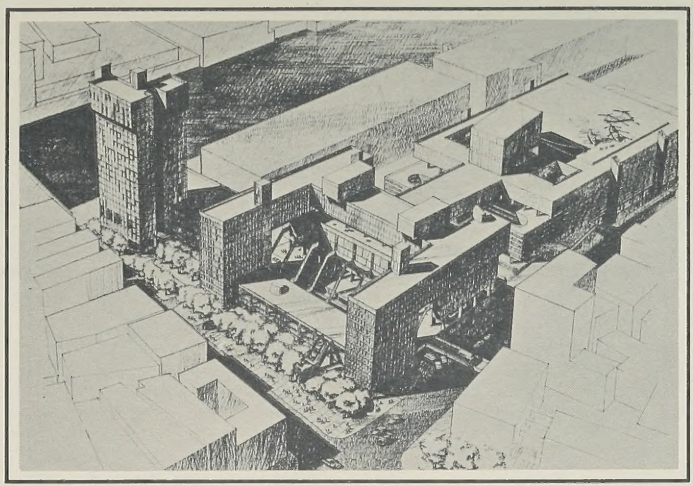
The Early Land Acquisition Program for the Central Business District, which was approved in December 1965, is the first major step in the execution of a plan for the revitalization of the high density, two hundred forty-five acre core of Boston's economic activity. Findings from the extensive surveys and planning studies undertaken by the Boston Redevelopment Authority and their consultants have indicated a good potential for economic growth in the CBD, *if* prompt action is initiated on a basic framework of improvements to alleviate the major problems of traffic congestion, obsolete structures, and under-utilization of strategic land areas.

The Early Land Acquisition Program is the logical vehicle for speeding the implementation of the most needed feasible improvements. The program, being undertaken with a sixteen million dollar Federal Loan, includes —

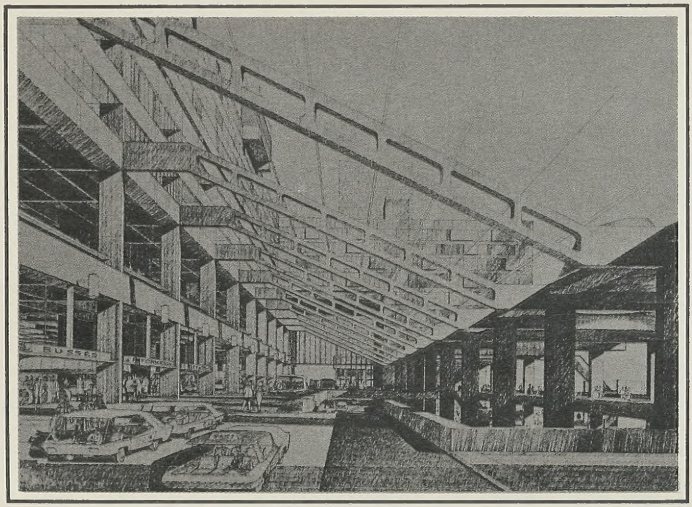
street adjustments which will provide substantial traffic improvements and clarification of vehicular movement in the highly congested retail and commercial area.

elimination of some of the most dilapidated buildings in the project area

creation of suitable and strategically located development sites for the potential investment of approximately seventy million dollars in new office, retail, hotel and parking developments



Massachusetts Port Authority proposed Trade and Transportation Center for South Station



Concourse arrival area for Massachusetts Port Authority proposal

The twenty-three acre South Station site offers the most dramatic opportunity for new development in the Central Business District. Four development proposals for all or a portion of the site have been submitted to the Boston Redevelopment Authority for review.

A Transportation Center has been proposed by the Massachusetts Port Authority for the development of the twenty-three acre site to include: three hundred thousand square feet of office space; a five hundred thousand square foot trade mart; a five hundred unit motel; a five thousand car parking garage; a railroad, bus and heliport terminal, and rapid transit facilities. Architects for the development are Sert, Jackson and Associates of Cambridge.

The Greater Boston Stadium Authority has shown interest in the southern portion of the site for the construction of a six-level, thirty-five hundred car parking garage connected to the proposed stadium in the adjacent South Bay area. Both facilities are being designed by Vincent Kling Associates of Philadelphia.

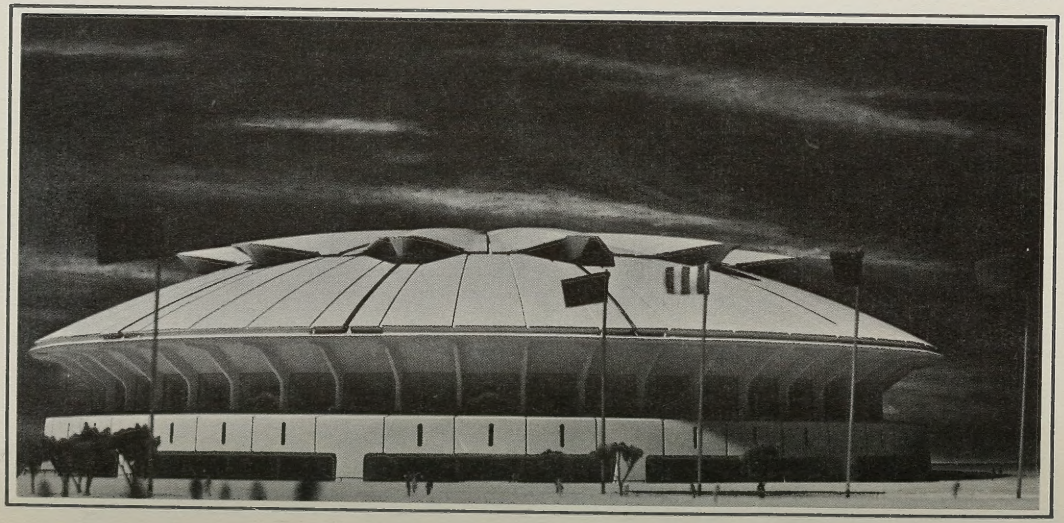
The Massachusetts Turnpike Authority has proposed a parking structure on part of the South Station land, to be developed in conjunction with a truck terminal on neighboring land now owned by the Turnpike Authority.

A private group, South Terminal Developers, headed by Maxwell M. Rabb of New York, has presented a proposal which would utilize the entire site. The complex, designed by Charles Luckman and Associates, includes a thirty-six story office tower, two six-hundred unit motels, a fifty-two hundred car garage, and additional office space surrounding a large enclosed shopping and terminal plaza.

The Boston Redevelopment Authority is currently reviewing each proposal from the standpoint of the financial feasibility of the development, the demonstrated experience and skill of the developer, his consultants and his architect, and the design concept of the scheme. The overriding standard for judging the proposals is the determination of maximum benefit to the City.

Greater Boston Stadium Authority proposed all-weather sports facility

Lawrence S. Williams, Inc.



View of Turnpike terminus at South Station *Alessandro Macone*

Office tower, hotel, terminal facility and parking garage proposed for South Station by The South Terminal Developers

The Old South Meeting House

Two additional development sites are created in conjunction with street improvements — one, for a moderate-sized office building, at the corner of School and Washington Streets, near the restored Old Corner Book Store and the graceful Old South Meeting House, and the other, on Washington Street at Franklin, for a combined major retail store/parking garage development. Sound developer interest has been expressed for both of these new sites — The Boston Five Cents Savings Bank is planning to construct a four or five story building on the School Street site, and Raymond's Inc. intends to replace its present outmoded facilities with one hundred twenty thousand square feet of retail space on the second parcel.

Narrow, winding streets are synonymous with downtown Boston — and the resulting traffic congestion is equally well-known. The Early Land Program provides for the elimination of dog-leg or off-set intersections at three locations along Washington Street, to be replaced by simple intersections with improved capacity and clarification of the traffic movement.

School Street will be realigned at Washington to make a direct connection with Milk Street and provide a continuous eastbound route from Beacon Hill to the Waterfront. The improvement also allows space for a small pedestrian area, next to the Old Corner Book Store.

A clear westbound roadway will be made possible by the realignment of Franklin Street, at Washington, to provide for a continuous flow into Bromfield Street.

Boylston Street, which serves as a major connection between Back Bay and the Central Business District, will be moved slightly northward at Washington Street to meet Essex Street, resulting in a clear eastbound traffic channel from the Fenway to South Station.

An additional traffic change can be made in the Park Square area to allow for an improved connection between Charles Street and the replacement of Broadway, as proposed in the adjacent South Cove Urban Renewal Plan.

These street adjustments will eliminate the causes of many of the worst traffic jams in the downtown area and provide a clearer local street pattern without destroying the desirable scale and character of the district. They will also make an important contribution to pedestrian safety.

The Old Corner Book Store as it appeared in 1850

The Central Business District is strengthened by three surrounding Urban Renewal Projects which are in various stages of execution.

GOVERNMENT CENTER

The Government Center, a bold approach in urban design, is symbolized by the new City Hall, now rising in a brick-paved plaza surrounded by other public and private structures.

Government Center with the new City Hall under construction in the foreground

The first section of One Center Plaza, the "horizontal skyscraper" developed by Center Plaza Associates, an affiliate of Beacon Construction Company, is in operation with the second section well under construction. Another private office structure, the forty story New England Merchants National Bank Building, being developed by Cabot, Cabot & Forbes Co., is under way at Twenty State Street.

Landscaping will complete the John F. Kennedy Memorial Federal Office Building, a combination twin-tower and connected low-rise building forming the northern edge of the central plaza.

The State Service complex, soon to be under construction in the Bowdoin Square section of Government Center, will face the recently completed State Office Building on Cambridge Street. When completed, the Government Center will represent a total investment of over two hundred million dollars and employ over twenty-five thousand people.

WATERFRONT

The downtown Waterfront-Faneuil Hall Urban Renewal Project will create a new in-town residential community and increase visitor traffic in the City. New apartment towers, town houses and the renovated granite wharf buildings will provide two thousand residential units within easy walking distance of the CBD.

Model of Waterfront-Faneuil Hall project

Proposed housing for the Chinese community in South Cove

Construction by Dreyfus Properties is scheduled to begin next spring on two high-rise residential towers on India Wharf. The impressive new Aquarium and attractive public areas, where strollers can view the harbor, are certain to attract tourists and provide pleasure for employees and shoppers in the downtown. The Employers' Group of Insurance Companies plans to erect a thirty story office tower at the foot of State Street, with an adjoining low-rise building beneath the Central Artery. The long neglected waterfront area is on the way to becoming a true asset for the central City.

SOUTH COVE

Approval of the South Cove Urban Renewal Plan insures the upgrading of the ninety acre residential, institutional and entertainment district which abuts the southern boundary of the CBD. The Chinese and Bay Village neighborhoods will be strengthened by the introduction of new housing and public facilities. Commercial structures are planned along Stuart Street to replace the surface parking lots, and the New England Medical Center has engaged The Architects Collaborative for its major rebuilding and expansion program.

OTHER DOWNTOWN DEVELOPMENTS

A growing confidence in the economic future of downtown Boston has been materializing in the form of numerous private developments, ranging from the recently completed thirty-four story State Street Bank Building to the modest renovations of small structures. In many of these developments — now under construction or in the planning stage — the CCBD has endeavored to encourage the new investment and, at the same time, has functioned as a liaison between the developers and the urban renewal planners to help insure the compatibility of individual developments with the evolving CBD plan.

Tremont-on-the-Common, a twenty-seven story apartment building developed by The First Realty Company of Boston and York Realty Company, will be ready for occupancy in the fall of 1966. In addition to the three hundred and eighty apartment units affording views of Beacon Hill and the Charles River Basin across the Common, the lower levels will provide parking for three hundred and seventy-six cars, and fifteen thousand square feet of retail frontage on Tremont Street.

The new State Street Bank Building, developed by Boston British Properties, Inc., recently opened on Franklin Street. The thirty-four story tower, designed by Pearl Street Associates, contains more than eight hundred thousand square feet of rentable office space.

The new twenty-seven story Tremont-on-the-Common apartment building

The State Street Bank Building on Franklin Street was dedicated in April

With the completion of Government Center becoming a reality, the upper Washington Street area, which forms a corridor between the Government Center, the State Street office district and the retail core, is attracting developer interest.

Cabot, Cabot & Forbes Co., which recently broke ground for the forty story New England Merchants National Bank Building at Twenty State Street, has proposed a second high-rise office development on their own property at the corner of Washington and Court Streets — an unusually fine location at the head of State Street. Nearby, on the site of a surface parking lot on Washington Street, Samuel P. Coffman proposes to build a six hundred and fifty car parking garage. Construction is scheduled to begin this summer on the facility, which will also provide for shops on the ground floor.

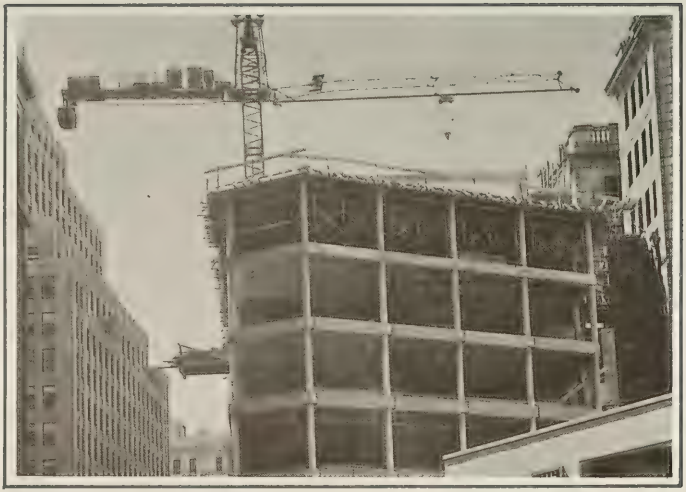
Construction is well under way on the seven story Massachusetts General Life Insurance Company Building at Franklin and Federal Streets, replacing a surface parking lot.

The Provident Institution for Savings has expressed interest in expanding into a site which it owns adjacent to its Winter Street building.

Demolition of the old Stone & Webster Building on Franklin Street is nearing completion. This parcel, owned by The First National Bank of Boston, may become the site of a major office tower.

Model of the forty story New England Merchants National Bank Building now under construction at 20 State Street

House of Photography, Inc.



The Massachusetts General Life Insurance Building under construction at Franklin and Federal Streets

Demolition of the Stone & Webster Building will provide a new development site on Franklin Street

The recent addition to the New England Telephone & Telegraph Building at Harrison Avenue and Essex Street presents an interesting new facade on Phillips Square.

A downtown Tourist Information Center, on the edge of the Common near West Street, will be open in June. This facility, developed jointly by the City Park Department and the MBTA, will be staffed by the Greater Boston Chamber of Commerce under the auspices of the Freedom Trail Foundation.

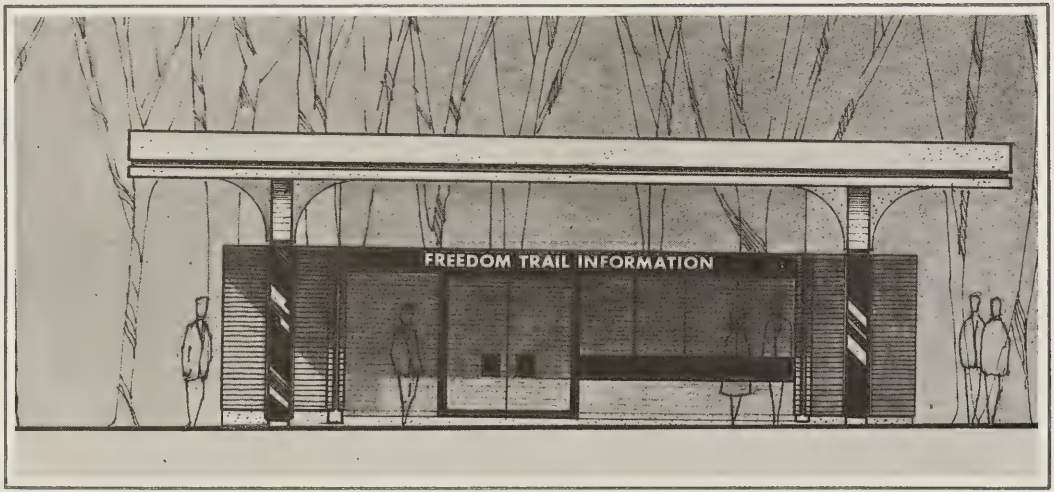
Rehabilitation, when accomplished in a sensitive manner, can extend the useful life of many of the structurally sound older buildings and also retain Boston's rich architectural history for generations to come.

The Boston Safe Deposit & Trust Company has completed the total renovation of its home office on Franklin Street.

A distinguished old building at Sixty-six Lincoln Street has been rehabilitated by the owner, G. K. Hall, with careful consideration of the original architecture.

Main entrance of the refurbished Boston Safe Deposit & Trust Company

Rehabilitated building at 66 Lincoln Street *Jet Commercial Photographers*



Tourist Information Center on the Common to be opened in June

THE

Extensions of the major rapid transit lines, new rolling stock, and an imaginative station modernization program being planned for the regional public transit network by the Massachusetts Bay Transportation Authority will greatly improve service to and from the Central Business District. The Comprehensive Development Program for Public Transportation in the Massachusetts Bay Area, prepared by the MBTA, proposes a two hundred and ninety-nine million dollar Immediate Action Program to be completed in 1969.

Included in this proposed first stage of transit development are:

complete modernization of twenty key subway stations

South Shore rapid transit to Weymouth

extension of Washington Street subway line north to Malden-Melrose

retention of rail commuter service

Cambridge subway extension from Harvard Square to Alewife Brook Parkway

rapid transit in the southwest corridor to West Roxbury, to be constructed in conjunction with the Southwest Expressway

extension of service from Lechmere to Washington Street in Somerville

Sketch of MBTA modernization plans for the Arlington Street subway station

Present conditions at the Park Street subway station

Proposed changes would allow sunlight to flood into the Park Street subway platforms

Additional subway entrances and better interconnections between stations are contemplated for the downtown subway system. Modernization of the stations in the Central Business District will be coordinated with the redevelopment of adjacent parcels.

Obsolete buildings are a blighting factor in the CBD

THE CHALLENGE

The Central Business District comprises the most valuable real estate in the City of Boston and the problems besetting it are of equal magnitude. Some of these include:

dilapidated or economically obsolete buildings

lack of off-street truck servicing facilities

insufficient pedestrian areas

parcels too small for modern development opportunities

absence of clear vehicular access channels

traffic congestion caused by a highly erratic street pattern

under-utilization of key land areas

Solutions to these problems are physically possible, but the challenge comes first, in the preparation of a plan that is both sound and feasible, and second, in the execution of that plan by orderly stages over a reasonable period of time. The Early Land Acquisition Program is an important first step towards the renewal of the Central Business District.

The next steps must be chosen with careful consideration of many related factors, including:

scope and extent of actions that may be undertaken more or less simultaneously without disrupting the economic base of the downtown area

beneficial effect of a given proposal upon the area affected

marketability of sites for desirable new development

availability of funds for public improvements

relocation resources for enterprises to be affected

co-ordinated staging schedules

In much the same fashion that it has participated in the studies and deliberations which developed into the Early Land Acquisition Program, CCBD will continue to analyze and review planning proposals designed to achieve further progress in the CBD revitalization program. Though much remains to be done, a glance at the pages of this report reveals impressive evidence of what has already been accomplished or is under way in downtown Boston. Tentative proposals currently in the review stage demonstrate that numerous opportunities exist within the CBD for public improvements, for the elimination of blighting influences, and for a wide variety of significant new development.

Pedestrian activity in the heart of the retail district

Traffic congestion caused by lack of off-street servicing facilities

Confusing street patterns and absence of safe pedestrian routes in Dewey Square

Surface parking lots represent an under-utilization of valuable land area in the CBD

OPPORTUNITIES

The developments made possible by the Early Land Acquisition Program will in turn give impetus to further improvements in the Central Business District. Many of these new development opportunities will require further official urban renewal action, and others will come from private initiative backed by a renewed investor confidence in the future of the area.

The transformation of the under-utilized South Station property into a highly active gateway for the downtown will provide an incentive for new development on Summer Street, serving as a link between the present retail core and the terminal facilities. This district is now a conglomeration of 19th century brick and granite structures, with high vacancy rates and generally poor building conditions. The planners envision a striking new development which could provide a continuous shop-lined pedestrian route, possibly at an upper level, between the main concourse of the new South Station and the Chauncy Street portion of the retail core. A site for a large department store and upper level shopper parking spaces could also be part of the redevelopment of the Summer Street district.

Architects rendering of the potential redevelopment of Summer Street viewed from the air over Ft. Point Channel

The specialty shop retail area between Tremont and Washington is being studied with the over-all objective of removing the conflicts between the truck servicing and the shoppers. Underground servicing and the creation of attractive pedestrian malls, if proven feasible, should help to maintain or increase the retail activity in the area.

The lower Washington entertainment district is a potential center for culture and recreation. The legitimate theatres, first-run cinemas, many fine restaurants, and institutions such as the YMCU are positive factors that could be expanded. But the presence of undesirable activities and the high incidence of dilapidated buildings have a strong blighting influence on the district as a whole. A new focal point for cultural activities has been suggested for the "Hinge Block" — the area between Tremont, Washington, Boylston and Stuart Streets, which connects the center of downtown with Park Square and Back Bay. The proposed new development would include a new theatre and a combination of restaurants, hotel, and other supporting commercial services.

A model of the possible new center for culture and recreation in the "Hinge Block"

Opportunities also exist throughout the CBD for further street improvements, additional parking facilities, new office and retail structures, rehabilitation of structurally sound older buildings, and the preservation of historic sites.

It will be the task of CCBD to assist the Redevelopment Authority, in an advisory capacity, to select for action those opportunities which appear to offer the most promising long-range benefits to the City.

Study model of the CBD development proposals give an exciting glimpse of the possible future for downtown Boston

THE COMMITTEE FOR THE CENTRAL BUSINESS DISTRICT, INC.

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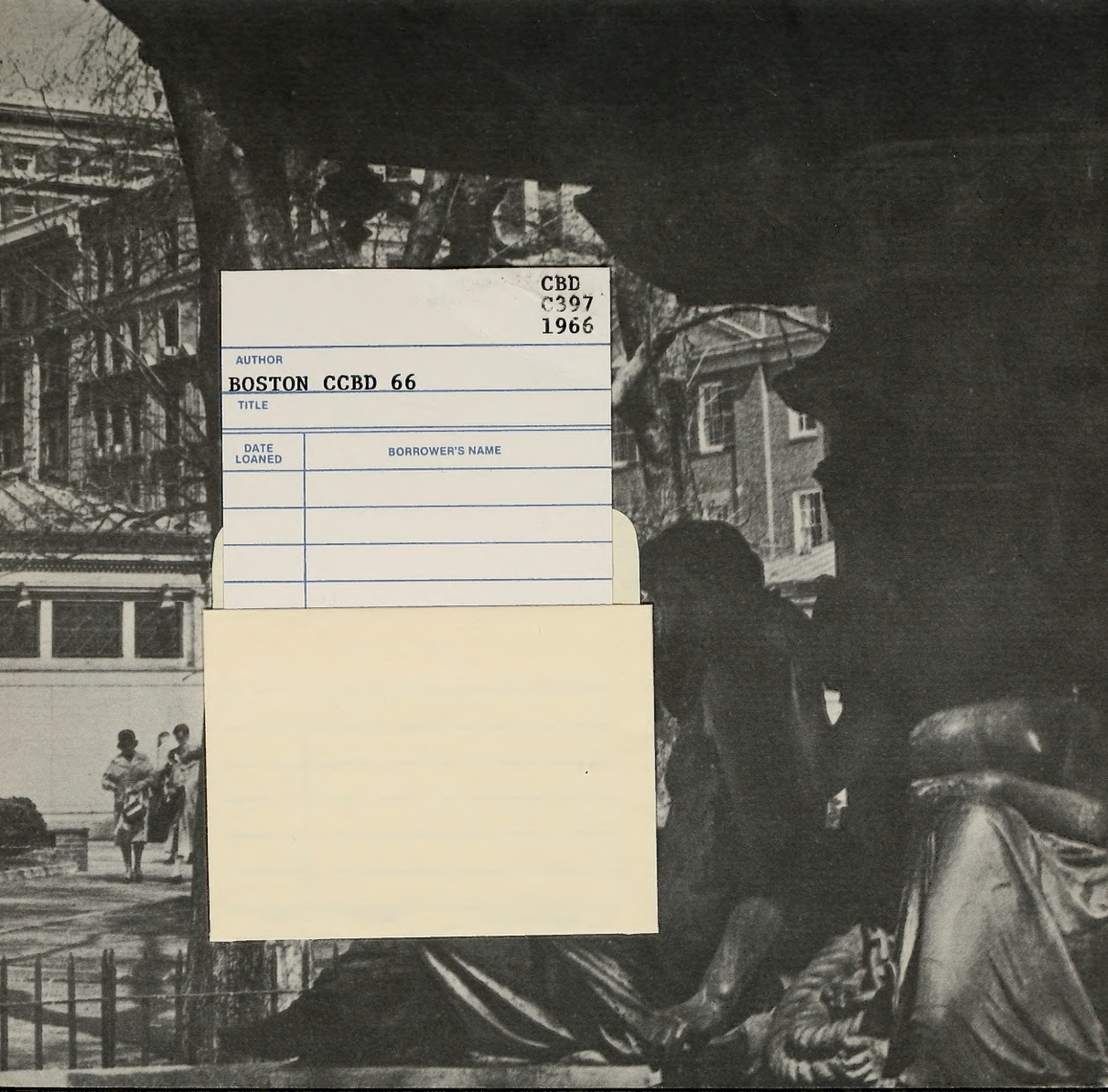

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